LORD CHARLES BERESFORD ON THE PRESENT AND FUTURE OF THE COUNTRY.

THE BREAK-UP OF CHINA. With an Account of Its Present Commerce, Currency, Water-ways, Armies, Railways, Politics and Future Prospects. By Lord Charles Beresford. With Portraits and Maps. Octavo, pp. xxii, 491. Harper & Bros.

When Lord Charles Beresford was in China he took pains to impress upon the native officials, English merchants, and every one else with whom he came in contact, that he was not visiting the country as a representative of the British Government, but as an investigator commissioned by the Associated Chambers of Commerce in England. He repeats these warnings in his book. He had been asked to go to China, he says, "to make a report on British trade and commerce, its future development, and what security existed throughout the Empire for such trade and commerce." This insistence upon the unofficial character of his mission relieved Lord Charles of much embarrassment. Neither France, Russia nor Germany could be in any way irritated by his investigations. Nor could China herself object to the close scrutiny which the traveller bestowed upon the politics as well as upon the economic conditions of the country. But on all hands there was a feeling that while Lord Charles might not be empowered to make any promises for the home government his presence certainly afforded a unique opportunity for the candid discussion of many serious questions. Hence this volume has a value hardly inferior to that of a report made by a fully accredited ambassador. Every one was eager to give him first-hand information on important topics, and the Chinese outdid all the rest in frankness and cour-The Tsung-li-Yamen went so far as to repeat to the Emperor and Empress Dowager their visitor's remarks on the question of reorganizing the army, and a special edict was issued placing two thousand troops under a British officer for drill, Lord Charles having suggested such an experiment. Obviously this book gives the latest and most authoritative views on China to be obtained.

Our author looks with disapproval upon the situation indicated in the title of his book. China has been dismembered in the past and its fragments reunited, but never before have the forces of disintegration been as powerful as they are at present, and Lord Charles apprehends that the break-up of the country in the coming century will be attended by effects of unprecedented harmfulness. China is destined irrevocably to be drawn into the vortex of the world's trade. If she is at the same time drawn too deeply into the vortex of international politics, trade will suffer, and so will the country. In advocating the policy of the Open Door, as he does incessantly. Lord Charles condemns the policy of the Sphere of Influence, which is inimical to trade and to the integrity of the empire His solution of the matter is a reorganization of the military and police force of the country. At present trade is insecure because life is insecure, because the lack of a homogeneous milttary authority not only permits conflicts between natives and missionaries, and between foreigners of different nationalities, but really engenders them. One prominent bank official at Peking, whom he quotes, says tersely: "Sixty-four per cent of the whole foreign trade with China is British. There should be a corresponding percentage of influence, but British influence is in inverse ratio to British trade." This seems to concern only the British trader, but the situation carries the discussion much further. If British influence is not larger the cause is to be found not alone in the inaction of the Government, but in the aggressive conduct of other Powers, which means that the Chinese Empire is literally on the verge of becoming a kind of cockpit of the nations, a country so distraught by international jealousies as to sink into a chaos at once commercial and social.

From English and Chinese alike our auther gathered that Russian encreachments are spreading insidiously every year. Pending the completion of the Siberian Railway the Russians may keep an open door in Manchuria, bu once the great task is completed those on the spot believe that preferential rates will be imposed in favor of Russian trade. Chinamen in high places have not hesitated to hint to Lord Charles Beresford that his nation is afraid of Russia. Naturally their interlocutor scouted that idea, but he admits that England shows a curious indifference to what Russia is doing Russians have mounted seventy guns at Port Arthur. Eighty miles away, at Wei-Hai-Wei, the British have not yet mounted a single gun. We read of a British subject whose purchase of certain property rights was set aside by the Chinese Government at the instigation of a Russian company. At Cheefoo the British merchants addressed a memorandum to Lord Charles Beresford, calling his attention to their belief that "the opening of Klao-Chau, with the prospective railways and alleged sole right of German control in the claimed sphere of influence," would be likely to have "a very adverse effect on the port generally." At Shanghal the French claim sovereign rights over their own settlement, regarding it as "the soil of France," and in this case we get a perfect illustration of the way in which the presence of the foreigner as a political force can breed trouble. The French made a claim for an increase of settlement. This claim led to a riot. We may quote here the author's own words:

The cause of the riot was a demand by the French for the Ningpo Joss-house burial ground to be included in a French settlement under French regulations, in order to erect a public abattoir. This burial-ground contains thou-sands of graves of all ages. The French Consul sands of graves of all ages. The French Consul further demanded that all the old coffins in the public cemetery in the Ningpo Guild should be removed by the surviving relatives of the dead, and in future not a single coffin was to be placed in the Joss-house or buried in the grounds. The French Consul-General further stated that it must be clearly understood that when an extension of the Anglo-American (or cosmopolity) and the statement is made as convenient. tan) settlement is made, an equivalent exten-sion should be made to the French settlement. With reference to the question of the Ningpo Guild Joss-house, it must be horne in mind that the Chinese pay the utmost reverence to their dead. In fact, it may be said that the only religion the Chinese really possess is a devout worship for their ancestors. Besides which, Chinese law forbids the removal of graves except with the consent of the relatives.

This incident, with its manifestation of contempt for the laws and sentiments of the people, and the case of the Russian railway builders running their line straight through the crops of the natives without pretending to make the smallest compensation, will point better than any argument the justice of Lord Charles Beresford's demand for some arrangement that will give security to the people and to trade. Marquis Ito, the late Japanese Prime Minister, tention. He believed that without an efficient military and police the lives and property of foreigners were bound to be put in danger, and that as the latter were driven to defend their interests the conflicts ensuing would inevitably

lead to the dismemberment of China. Just how far China is herself prepared to cope with the tide of European intrigue rising round her may be suggested by one little anecdote, told by Lord Charles in his chapter on the armies and navies. At Peking he asked a native general the number of his troops. "He informed me that he commanded ten thousand men. I ascertained that all he actually commanded was eight hundred. His method is common to China. He receives the money to pay and feed and clothe ten thousand men. If his army is to be inspected he hires coolies at 200 cash (5% pence) a day to

appear on parade. This is well known to the HONORS FOR HERO DEAD. inspecting officer, but he receives a douceur to report that he has inspected the army and has found it in perfect order." Several reflections flow from this lamentable tale. It suggests naturally the familiar proposition-advanced to more than one Chinese official by Lord Charles and received as a rule with amiability-that foreign officers should be placed in command of the troops. We have seen how willing the Emperor and Empress were to fall in with the idea as placed before the Tsung-li-Yamen by their English adviser. But imperial interest in the problem would appear to be more or less academic. The army remains inefficient. China can only put her troops under the instruction of aliens when all the nations combine in friendliness to lend her aid, and we have indicated sufficiently the fact that each nation is really playing for its own hand. Furthermore, when the Powers have decided to co-operate, who is to make over the Chinese character as it is typified in Lord Charles Beresford's general at Peking? There is the rub. The Chinese nature is really combining with foreign influences to disintegrate the Empire. Numbers alone will not hold the nation together. China may create an imposing array of patriots on paper, but while corruption is steadily at work the military fabric is certain to become more and more

rotten.

There is much that is interesting, of course, in what the author has to say about the commercial significance of every nation in the Chinese market, but the passages most attractive to Americans will doubtless be those alluding to our own trade relations. In the Tongshan railway shops certain valuable statistics were obtained. Mr. Kinder, who took Lord Charles over the ground, stated that he was using American engines. On being asked why he substituted these for engines of English make he gave the following explanation: "He had applied to several English firms, but they could not deliver according to his specifications, either as regards price or time. The English price was £2,800, with twenty-four months to The American engines were only £1,850, and four and a half months to deliver." The Russians purchase nothing in England if they can help it. All the rolling stock, rails, sleepers and other railway material for the road through Manchuria is brought from America. In his analysis of the cotton imports our author shows that American trade has been increasing rapid ly in the last ten years. In that time, we read, 'America has increased her interest in the importation of plain goods by 121 per cent in quantity, and 591/2 per cent in value." In the same period "the interest of Great Britain and India in similar goods has decreased 13% per cent in quantity and 8 per cent in quality. Lancashire has felt the weight of our competition sorely, but the British merchants and shipowners still derive some profit from our large product of goods for the Chinese market, as these goods go over in British ships and, to a great extent, pass through British hands before they reach the natives. American oil has the advantage over Russian in China, but the Chinese middlemen get round this with simplicity. They pour the inferior oil into cases which have contained the American product. In spite of these methods the imports of American oil in China have increased from £330,000 in 1887 to £1,019,400 in 1897. We have increasing interests, too, in the importation of flour, lumber and machinery.

Lord Charles Beresford covered a wide territory in his brief tour of China, and deals with a considerable list of subjects. There are valuable notes on the finance and currency; on trade, treaties and tariffs; on the British consular service in China, and on the waterways of the country. The forts and arsenals are also touched upon. The great value of the book lies, however, in the fusion of all the facts with wise political observations. The author confirms by all his data the hypothesis that China is breaking down under the pressure of allen interests, and he is urgent in protesting that a halt should be called in the policy of demanding territorial concessions upon any and every pretext. The Open Door will do much to accomplish the needed change, he thinks, but what will really be done only the future can show. In the meantime this book is a contribution to the general ct which cannot fall to bring light to man thoughtful readers. The style is terse and clear The statistics included are only such as are calculated to be of practical service. Though it is so largely concerned with commerce, the author's lofty conception of the duty of the nations to China, and his lucid political thought make the volume of general interest. There are two excellent portraits of Lord Charles Beres-

TIME TO THINK OF THE COUNTRY.

A BOOK THAT IS AN EXCELLENT GUIDE IN SELECTING A SUMMER RESORT.

The time of year is close at hand when the city dweller begins to yearn for the quiet and cool of the country. As the heat grows more intense he involuntarily contrasts the walls of brick and stone and the crowded, dusty streets with the green fields, shaded walks and rippling lakes. As he tosses on his too-warm bed and listens to the thousand and one street noises he thinks of the dreamless sleep in the stillness of the country night, and the mo thinks the more oppressive become the discomforts of city life in summer. The wise man who has gone through this experience does not wait until the heat is upon him before he chooses his summer home, but early in the senson begins to gather trustworthy information on this important point. One of the best guides a New-Yorker can selecif he is looking for a cool resort within easy dis tance of his place of business is a book called "Rural Summer Homes," just issued by the Erie Railroad, whose many branches place at the very threshold of this city a region of rare healthfulness and varied scenery. Whether the seeker wants a fashionable hotel, a simple farmhouse, a mountain cellent train service of the Erie so arranged as to bring them all conveniently within his reach. The information presented in this book has been gathered with much care, and strenuous effort has been made to have it correct in the minutest detail. If any errors are discovered the general passenger agent of the road will promptly investigate them if they are brought to his notice.

if they are brought to his notice.

"Rural Summer Homes" contains descriptions of 150 summer resorts along the Eric road, including a list of hotels and boarding-houses at each, with rates, the population, elevation above sea level, distance from New-York, railway fares, etc. It also contains 128 well-executed illustrations of the most pleturesque points described, which makes it a beautiful as well as a useful publication.

Another valuable feature of this book is a clearly printed map of Sullivan, Wayne, Pike, Orange, Sussex, Rockland and Monroe counties, as well as those parts of Delaware, Ulster, Warren, Morris, Essex and Lackawanna counties which the road traverses by means of its main line, branches and connections. An index of all the places mentioned makes the book one of easy reference.

The Eric road does much to encourage travel between these resorts and the city. Its trains are fast and frequent. Its locomotives burn only anthracite coal. Its roadbed is rock-ballasted. Its block system insures safety. Its terminals at Chambers-st, and West Twenty-third-st, are so situated as to make access to any part of the city easy. In addition to the usual round-trip or excursion tickets, it puts on sale, at greatly reduced prices, ten-trip tickets, fity-trip family tickets, and monthly commutation tickets. D. I. Roberts is the general passenger agent, and his office is at No. 21 Cortiandi-st., this city.

CITY OF ROME IN REGULAR SERVICE. The Anchor Line steamship City of Rome, which last fall was chartered by the Spanish Government to carry the members of Cervera's squadron who escaped death in the futile sortie from Santiago last July from Portsmouth, N. H., to Spain, has resumed her place in the service of the steamship company. The big liner arrived here yesterday from Giasgow with 170 cabin and 455 steerage passengers on board. Among those who came in the saloon were the Rev. J. P. Graham. of Wooster, Ohio, and Jabez W. West, of Salt Lake City.

SECOND BATTERY BREAKS CAMP. The 2d Battery, N. G. N. Y., which had been er day, broke camp at 1:30 o'clock yesterday and started in heavy marching order for its armory, at Thirty-fourth-st. and Park-ave. The reveille was sounded at 6 o'clock yesterday morning. After breakfast drills followed, and dinner was eaten at 12:25. Then came the welcome order to break came.

MEMORIAL DAY OBSERVANCES TO BE-GIN WITH A BIG PARADE.

REGULARS, NATIONAL GUARDSMEN, G. A. R. POSTS, MARINES AND OTHERS WILL FORM THE LINE.

If the weather be fair to-day will be filled from beginning to end with outdoor observances of many and widely varying kinds. The principal function, the parade of Grand Army Posts, National Guard regiments, Regular Army batteries, Naval Militia battalions and bluejackets from the Navy Yard will take place in the morning. lowing is the order issued to the Grand Army

posts:

The Regular troops, Major G. G. Greenough, commanding, composing the right of line and head of column, will form in East Flifty-seventh-st, right resting in Fifth-ave. The detail from Sampson's feet and the Texas will form in West Flifty-seventh-st, right in Flith-ave, and will follow on the left of Major Greenough's command. The 1st Mounted Veterans, Colonel William P. Walton, commanding, detailed to act as escort to the reviewing officer, will report at the Hotel Manhattan, Forty-second-st, and Madison-ave. Squadron A. Cadet Corps, Captain Maicolm B. Falle, commanding, and Lafayette Post No. 18, Joseph J. Little, commander, acting as personal escort to the Grand Marshal, will form in East Forty-seventh-st, right in Flifth-ave. Grand marshal's staff and past grand marshals will form in West Forty-seventh-st, right in Flifth-ave. The Grand Army posts, veterans' associations, Sons of Veterans, military school battallons and other organizations will form with right of divisions resting in Flithave, and will follow published orders. Commanding officers will report their commands promptly at 9 a. m. to their division marshal.

Here are the orders issued to the National

Here are the orders issued to the National Guardsmen:

The First and Fifth brigades will parade as a division under command of the Major-General com-manding, as secort to the Grand Army of the Re-public in honor of the dead of the Civil and Span-

manding, as escort to the dead of the Civil and Spanjublic in honor of the dead of the Civil and Spanjublic in honor of the dead of the Civil and Spanjublic in honor of the dead of the Civil and Spanjublic in honor of the dead of the Civil and Spanjublic in his state, and the state of the stat

This is the way the column will be formed:

Platoon Mounted Police. Sergeant James McGlynn, commanding.

REGULAR TROOPS. REGULAR TROOPS.

aff: Captain Charles M. Gandy, assistant surgeon, aff: Captain Charles M. Gandy, assistant surgeon, U.S. A.; Captain L. G. Berry, A. A. G. U. S. V., arst lieutenant, Th. Artillery, Captain George W. Van Deusen, Th. Artillery, Second Lieutenant H. L. Newlold, Th. Artillery, adjutant; Captain John V. White, th. Artillery, First Lieutenant W. J. Snow, R. Q. M., th. Artillery; Captain Stort, Lieutenant Oakes, deutenant Wolf, Lieutenant Alstretter and Lieutenant Perguson.

the Arthur Wolf, Lieutenant Lieutenant Ferguson.
Engineer Band (Willets Point).
Battalion of engineers, U. S. A.
Companies B and D from Willets Point and Company.
E from West Point.
Captain George W. Goethals, commanding.
Governor's Island Band.
Batteries of 7th Artillery, U. S. A.
Captain Millis, commanding.
Estatalion of seamen and marines.
Battalion of seamen and marines.
O. D. Sigsbee, captain, U. S. N., commanding.
NATIONAL GUARD, S. N. Y.

Major-General Roe, commanding, Staff. FIRST BRIGADE.

Brigadier-General Butt, commanding.
Staff.
Twenty-second Regiment.
Twelfth Regiment.
Ninth Regiment.
First Battery. FIFTH BRIGADE. ter-General Smith, commanding.
Staff.
Seventh Regiment.
Sixty-ninth Regiment.
Eighth Regiment.
Seveny-first Regiment.
Seveny-first Regiment.

Eighth Regiment.
Seventy-dret Regiment.
Seventy-dret Regiment.
Second Battery.
First Naval Battailon, Naval Militia, New-York,
mmander, W. Butler Duncan, Jr. Lieutenant-Commander, W. B. Franklin, Lieutenant Blount, Lieutenant Boyd, Lieutenant Robinson, Lieutenant Henderson, Lieutenant, Hill, Ensign McGuire, Lieutenant
Barnard and Surgeon J. P. McGwan,
Squadron A. Cadet Corps.
Captain Malcolm B. Faile, commanding.
Escort to Lafayette Post No. 140.
Conterno's Band.

Escort to Lafayette Post No. 149.
Conterno's Band.
Lafayette Post No. 140.
Joseph J. Little, commander.
Personal escort to the Grand Marshal.
G. A. R. Headquarters Flag.
Sergeant Michael Schnepp, color-bearer.
B. Hyde, Grand Marshal, G. A. R., Boroughs of Manhattan and The Bronx, City of New-York.
Frank Powers, bugler.
Abram L. Weber, assistant adjutant-general.

mer, adjutant-general and Grand Marshal's Staff. FIRST DIVISION

FIRST DIVISION.

Marshai, John A. Butler.

Alexander Handle.

E. T. Greenfield, commander.

Horace B. Cladin Post No. 578.

Alfred M. Ganna, commander.

Dahigren Post No. 115.

James J. Murphy, commander.

Veteran Post No. 436.

William H. Keyse, commander.

Phil Kearney Post No. 8,

Henry D. Lynch, commander. Henry D. Lynch, commander.
John A. Rawlins Post No. 80,
James J. Butler, commander.
Naval Post No. 518,
Andrew J. Gillman, commander.
Faragut Post No. 55,
Robert S. Hellferty, commander.

Robert S. Hellferty, commander,
SECOND DIVISION.

Marshai, P. H. Scott.

Aids.

Biwin D. Morgan Post No. 807,
Denton E. Macgowan, commander,
William G. Mitchell Post No. 559,
Zeph C. Smith, commander,
General George B. McClellan Post No. 552,
George D. Knight, commander,
James C. Rice Post No. 29,
Thomas H. Keily commander,
General James S. Wadsworth Post No. 77,
John J. MacQuillen commander,
John E. Bendix Post No. 402,
John J. Humblers, commander.

Colt's Camp Sons of Vetrann, as essent to Kolte's Post.
Kolte's Post No. 32,
Fred Letzeler, commander.

THIRD DIVISION.

THIRD DIVISION.

Marshai, C. G. Dobbs.

Akids.

John A. Dix Post No. 135.

Stephen M. Crandell, commander.

9th Regiment Veterans, 834 N. Y. V., 2th U. S. V.

Sumer Post No. 24.

James B. Black, commander.

Kimbail Post No. 109.

Matthew J. Graham, commander.

William D. Kennedy Post No. 43,

William J. Kent, commander.

George G. Moade Post No. 43,

Thomas Moore, commander.

Edward H. Wade Post No. 520,

A. D. Knight, commander.

Joe Hocker Post No. 128,

Daniel F. Crowley, commander.

Steinwehr Post No. 122,

Francis J. Weineck, commander,

FOURTH DIVISION.

Marshai, Simpson Hamburger.

Marshal, Simpson Hamburger,

Marshal, Simpson Hamburger,

Aids.

Reno Poet No. 44,
Charles Brickwedel, commander,
General James McQuade Post No. 557,
Isidore Issaes, commander,
Sheridan-Ellsworth Post No. 67,
Isaac Eckstein, commander,
Adam Goss Poet No. 330,
Charles T. Thorne, commander,
Hans Powell Post No. 339,
Thomas Grimes, commander,
Hans Powell Post No. 339,
Lincoln Camp No. 7, Sons of Veterans, James W. Walker,
captain, as escort to J. L. Riker Post No. 62,
Peter Cooper Post No. 313,
M. H. Whalen, commander,
FIFTH DIVISION,
Marshal, Pierce J. Butler,

FIFTH DIVISION,
Marshal, Pierce J. Butler,
Alda,
Noah L. Farnham Poet No. 458,
John J. Finn, commander,
Winfield Scott Hancock Post No. 229,
John W. England, commander,
Colonel Henry A. Weeks Poet No. 146,
Bobert B. McCully, commander,
Abraham Lincoln Poet No. 13,
Daniel K. Hinson, commander,
John A. Andrew Poet No. 214,
George E. Bennett, commander,
SIXTH DIVISION. SIXTH DIVISION. Marshal, John Murphy.

Marshal, John Murphy.

Gilsa Chmp Sons of Veterans No. 123.

Captain L. J. Dambman, commanding, as escort to Gilsa Post No. 264.

Arthur Hambold, commanding, Shields-Corcoran Post No. 69.

John Murphy, commander,

Sedgwick Post No. 186.

Colin A. Martin, commander,

Cameron Post No. 79.

Charles F. Maguire, commander,

Frederick Hecker Post No. 408.

Herman Schmidt, commander,

Thaddeus Stephene Post No. 235.

William Johnson, commander,

SEVENTH DIVISION.

SEVENTH DIVISION, Marshal, Reynold W. Wilcox, M. D.

Marshal, Reynold W. Wilcox, M. D.

Veteran Zouave Association, New-York City,
enant-Colonel Frederick L. Schaefer, commanding.
Veteran Corps 6th Regiment, N. Y. S. V.
Colonel Robert H. Racey, commanding,
General P. H. Sheridan Command No. 1.
U. S. R. Army and Navy Veterans,
George G. Apps, commanding,
Eleventh Regiment Veteran Association,
Nic Hartman, commanding,
Hebrew Sheltering Guardian Cadets,
Louis Fauerbach, commanding,
Buttalion of Lafayette Guards,
Colonel Auguste Gross, commanding,
EIOHTH DIVISION. EIGHTH DIVISION. Baptist Boys' Brigade, U. S. A. General R. C. Kenyon and staff, National Headquarters. First Brigade, City of New-York. Brigadier-General George A. Ga.e. commanding.
Alds.
First Regiment.
Colonel Futton, commanding.
Third Regiment.
Colonel Joyce. commanding.

Pifth Regiment.
Colonel Hamlin, commanding.
Ninth Regiment.
Colonel Schwier, commanding. NINTH DIVISION.

NINTH DIVISION.

Marshal, Edward H. Beckert.

with

Hamilton Institute Mounted.

Cadet Battalion of the College of St. Francis Xavier.

Major Edward J. Duffy, commanding.

College of St. Francis Xavier Grammar School Cadet Corps.

Major John J. DeWitt, commanding.

St. Bartholomew's Cadet Battalion.

Major George McCicker, commanding.

Plainfield High School Cadets.

Captain George F. Edwards, commanding.

Captain George F. Edwards, commanding.

New-York Turner Cadet Corps.

Captain Herman Bennecke, commanding.

St. George's Cadet Battalion.

Captain Frederick A. Turner, commanding.

St. George's Cadet Battalion.

Captain William T. Watson, commanding.

Major Bernard Von Bergen, commanding.

Beloved Disciples, Cadets.

Major Bernard Von Bergen, commanding.
Beloved Disciple's Cadets.
Captain Charles Bungay, commanding.
Church Temperance Legion.
Major Robert Graham, commanding. GENERAL MILES TO REVIEW IT.

The commands will successively join the column, which will move at 9 a. m., and march down Fifthave., passing in review before General Miles at the Worth monument, and before Grand Marshal John B. Hyde at the Washington Arch. The parade will All Grand Army posts and veterans of the Spanish-American War, as well as all other military and civic organizations desirous of parading with the

and extra bed-covering. Still, there are a great many people who will not allow such cons tions as the temperature to deter them, and the suburban trains and ferryboats will probably bear their share of the holiday crowd away from the city. Many persons will take advantage of the opportunity to investigate suburban property. Most of those who have property of this kind to dispose of will have representatives on the ground to point out the advantages of the particular sections they are interested in, and to show visitors through the new houses that have been built.

Wall Street will take a holiday, and the ticker will be silent. The buil and the bear will lie down together, and in the Stock Exchange peaceful silence will succeed to the usual pandemonium.

THE GOVERNOR'S PROGRAMME. WILL REVIEW THE BROOKLYN PARADE AND SPEAK AT GRANT'S TOMB AND THE MET-

ROPOLITAN OPERA HOUSE.

Governor Roosevelt is expected to review a Memorial Day parade in Brooklyn this forenoon, to deliver the oration at the Tomb of General Grant, in the Riverside Park, early in the afternoon, and to attend a meeting at the Metropolitan Opera House in the evening. He had been expected to review the parade in Fifth-ave., in Manhattan, this forenoon, but he is understood to have made a promise to Brooklyn men to review the

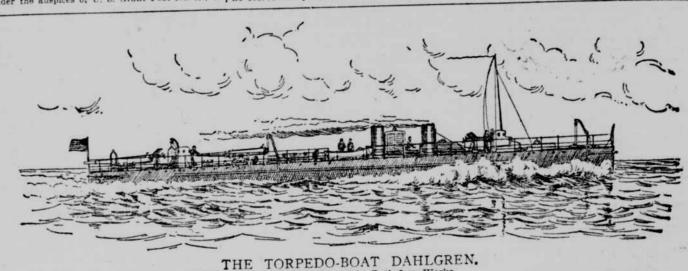
THE DAHLGREN LAUNCHED FOURTH ATTEMPT TO FLOAT TORPEDO-BOAT DESTROYER SUCCESSFUL.

Bath, Me., May 29 .- The United States torpedo-boat destroyer Dahlgren was floated of the ways on which the craft has been built at the Bath Iron Works, at 4:20 o'clock this afternoon. As soon as she was fairly affoat. Mrs. John Vinton Dahlgren, the wife of the late Admiral Dahlgren's youngest son, broke a bottle of champagne over the decorated bow and named the vessel. The ceremony was witnessed by only a few guests.

Three attempts to learn if the rising tide had freed the craft were made, and on the fourth attempt, soon after 4 o'clock, the Dahlgren finally took the water and was towed to an anchorage off the pier. After the launching Mr. and Mrs. Dahlgren gave a luncheon to the Bath Naval Veterans and the Bath Iron Works officials.

The contract for the United States torpedo-boat Dahlgren was awarded to the Bath Iron Works, of Bath. Me., on October 6, 1896. The hull and machinery of this vessel, exclusive of ordnance and civic organizations desirous of parading with the veterans of the Borough of The Bronx on Memorial Day, will assemble in Washington-ave at 9 a. m. Hard and seventieth-st., the left extending toward East One-hundred-and-sixty-ninth-st.

In the afternoon memorial exercises will be held at the tomb of General Grant, in Riverside Park, under the auspices of U. S. Grant Post No. 327, of the feared the promise made by the Governor to the city of this vessel, exclusive of ordnance and outfl. cost \$194,000 The boat is 147 feet long, 18 feet 4½ inches extreme breadth, and has a mean draught of 4 feet 1½ inches and a displacement of an appointment to meet the Governor at the had an appointment to meet the Governor at the draught of 4 feet 1½ inches extreme breadth, and has a mean draught of 4 feet 1½ inches extreme breadth, and has a mean draught of 4 feet 1½ inches extreme breadth, and has a mean fer the form of this vessel, exclusive of ordnance and outfl. cost \$194,000 The boat is 147 feet long, 18 feet 4½ inches extreme breadth, and has a mean draught of 4 feet 1½ inches extreme breadth, and has a mean fer the form of this vessel, exclusive of ordnance and outfl. cost \$194,000 The boat is 147 feet long, 18 feet 4½ inches extreme breadth, and has a mean fer the form of the city outfl. cost \$194,000 The boat is 147 feet long, 18 feet 4½ inches extreme breadth, and has a mean fer the form of the city outfl. cost \$194,000 The boat is 147 feet long, 18 feet 4½ inches extreme breadth, and has a mean fer the form of the city outfl. cost \$194,000 The boat is 147 feet long, 18 feet 4½ inches extreme breadth, and has a mean fer the form of the city outfl. cost \$194,000 The boat is 147 feet long, 18 feet 4½ inches extreme breadth, and has a mean fer the form of the city outfl. cost \$194,000 The boat is 145 feet 1½ inches extreme breadth, and has a mean fer the form of the feet 4½ inches extreme breadth, and has a mean fer the feet 1½ inches extreme breadth, and has a mean fer the feet 1½ inches and feet 1½ inches and feet 1½ in



Launched yesterday at the Bath Iron Works. The guns of the cruiser Brooklyn, at to go to Brooklyn early in the day.

Brooklyn. anchor near the tomb, will fire a salute at the close of the exercises. Governor Roosevelt will preside in the evening at the ceremonies in the Metropolitan Opera House, where Professor, Alonzo Williams, of Brown Uni-

the ceremonies in the Metropolitan Opera House, where Professor Alonzo Willams, of Brown University, will be the speaker.

The Vosburg Veterans will assemble at their headquarters, No. 154 Williamst, at 11:39 a. m., and go by troller-car to Greenwood Cemetry to decorate the graves of departed comrades.

The women of the Henry George Leasue will present to the People's Institute, at Cooper Union, in the evening, a bust of the Single Tax leader, and an address will be delivered by Father McGlynn.

At the reviewing stand at the Worth monument E. I. Horsman will make a scientific experiment with various types of kites, using for that purpose box kites, keel kites, Eddy kites, ship kites and other types. He will fly them in combinations and in tandems to high altitudes, and from them will suspend a large slik flag, so as to float in the sky, five hundred feet above the reviewing stand, without any visible means of support. The experiment will be made from the roof of one of the neighboring tall buildings.

In Richmond Borough there will also be a parade in memory of Joseph Decker, the only Staten Island man who was killed in the battle of San Juan Hill. Decker was a member of the flat New-York Volunteers. It will start from Livingston at 2 o'clock, with two companies from the Tast Regiment, N. G. N. Y. in the lead. The line of march will be from Livingston Place, Livingston, along the Richmond Terrace to Stuyvesant Place, to Hyatt-st., to Central-ave, to Arrieta-st. to Griffins-st. to Bay-st., and thence to Washington Park, Stapleton.

SPORTS OF THE DAY.

Turning from the serious part of Memorial Day observances to the lighter side, it is seen that ex-tensive preparations have been made for those who turn the occasion into a day of pleasure-seeking. Horsemen will flock to Gravesend, where the Horsemen Brooklyn Jockey Club's programme, including the Preakness Stakes, gives promise of fine sport. There will be trotting and pacing at Waverly Fair Grounds. Wheelmen can have their choice of the Irvington-

There will be trotting and pacing at Waverly Fair Grounds.

Wheelmen can have their choice of the Irvington-Millburn annual twenty-five-mile road race, a race-meet at Berkeley Oval, with a special paced event; an amateur race meet at Valisburg, N. J.; the opening race meet at Asbury Park; annual meet of the American Bicycle Club, at Amsterdam; Rockland Athletic Association races, at Spring Valley; regular meet of the Waterbury Wheel Club, at Waterbury; annual meet of the Red Bank Bicycle Club, at Red Bank, and several others.

Baseball enthusiasts can see the Louisville team play a morning and an afternoon game with the Brooklyn team at Washington Fark.

The yachting programme includes the formal opening of the Atlantic Yacht Club, at Sea Gate; annual regatta of the Harlem Yacht Club, opening results of the American Yacht Club, at Milton Point; opening regatta of the Seawanhaka-Corinthian Yacht Club, at Centre Island; annual regatta of Indian Harbor Yacht Club, annual regatta of Canarste Yacht Club, annual regatta of Canarste Yacht Club, annual regatta of Jamalca Bay Yacht Club, starling with a parade; first reception of the season of the Riverside Yacht Club, to be given in the evening; twenty-fifth annual regatta of the Hudson River Yacht Club, contests open to all clubs in and about this cluy. Nearly every golf club in this region has arranged matches for to-day. Here are some of the principal ones: Richmond County Country Club, men's handicap, eighteen holes, medal play, and mixed foursomes; handicaps limited; Oakland Golf Club, holiday handicaps cup competition; Orange County Golf Club, Middletown, formal opening of clubhouse and links; Marine and Field Club, handicap competition for members rated at thirty strokes or under: Harbor Hill Golf Club, mem's foursomes and mixed foursomes; Golf Club and Golf Club, competitions for mem and women; Dyker Meadow Golf Club, hisker's handicap in which each contestant is limited to two clubs; Mount Pleasant Field Club, kicker's handicap for each of the contest of the m

Oarsmen in large numbers will take part in the annual Harlem River Regatta, as well as those of the Passate River Amateur Rowing Association, at Newark, and the Lone Star Boat Club.

The Itasca Gun Club, of Wantagh, Long Island, will have a live-pigeon shoot. The South Side Gun Club, of Newark, N. J., will have a shoot at inanimate targets, and the Foresters' Gun Club will hold its annual sweepstakes competition.

The comparatively few followers of cricket in this neighborhood may witness a match between the New-York and Newark elevens at Rosebank, Staten Island.

EXERCISES IN THE SCHOOLS. The training in patriotism which the public school

teachers of this city give to their pupils as regularly and systematically as they instil arithmetic or spelling was augmented yesterday by Memorial Day exercises of various kinds, usually consisting Day exercises of various kinds, usually consisting of songs, recitations and addresses. The entire school took part in the exercises in most cases, and "The Star Spangled Banner," "America" and "Hall Columbia" were sung hundreds of times throughout

A QUIET DAY DOWNTOWN.

CLOSING OF THE EXCHANGES AFFECTS BUSINESS ACTIVITY. There was a marked diminution of business ac-

tivity downtown yesterday, owing to the fact that the Stock, Produce and Consolidated exchanges The Chicago Board of Trade was open as usual, a circumstance which induced some trading in the cereal department of the Produce Exchange and the wheat department of the Industrial Exchange, but operations at both places

Industrial Exchange, out operations were of small volume.

The Cotton and Coffee exchanges, the banks and the Clearing House, and the Custom House, Sub-Treasury and other Federal buildings were open, but everywhere the fact of the semi-holiday was apparent. Nearly all of the large Stock Exchange houses had part of their clerical force at work adusting accounts for the month. Business will be houses had part of their cierical force at work adjusting accounts for the month. Business will be entirely suspended to-day in the downtown district. The statue of Washington at the Sub-Treasury will be decorated by the Sons of the American Revolution, and similar tributes will be made at graves of the many military and naval heroes whose bodies lie in Old Trinity's graveyard.

IN MEMORY OF THE VIRGINIUS DEAD. Santiago de Cuba, May 29.-Memorial Day will be elaborately observed here, notwithstanding the fact that there are few graves of American soldiers in this part of Cuba. Major J. G. Saunders has arranged an impressive ceremony to be carried out over the graves of the victims of the Virginius tragedy of 1873, when some thirty Americans and six British subjects, with many Cubans, who were conveying assistance to the Cuban insurrection on the American schooner Virginius, were captured by the Spanish gunboat Tornado and soon afterward shot by the Spanish. The graves have been located with considerable difficulty by Major Saunders, a near relative of a member of the unfortunate crew. Flags will float at half-mast; a salute will be fired at noon, and a regimental band will play a dirge.

Mr. Lloyd, Deputy-Collector at Guantanamo, has arranged for ceremonies there.

The Cubans are favorably impressed with the idea of decorating the graves of their soldiers, and will probably do this to some extent. with considerable difficulty by Major Saunders, a

LUNCHEON IN HONOR OF GENERAL MILES. he reviewing officers of the parade to-day will, after the parade, entertain General Miles at luncheon at the Majestic. Among those who will be present are General Anson G. McCook, Professor present are General Anson G. McCook, Professor Alonzo Williams, of Brown University, Providence; Asa Bird Gardiner, Controller Coler, Recorder Goff, Charles R. Skinner, State Superintendent of Schools, Albany; General O. O. Howard, General Sigel, General Wilson, General Greene, General Roe, Randolph Guggenhelmer, and others.

BAND CONCERTS IN THE EVENING. There will be free open-air band concerts in Mount Morris and Tompkins Square parks to-night, beginning at 8 o'clock. For the Harlemites the Lederhaus Squadron A Band will play. The 5th Regiment Band will play for the down-town West Siders.

SUIT OVER TROLLEY TRANSFERS.

A TEST CASE BEGUN WHICH MEANS MUCH TO THE MIDLAND COMPANY, OF

A suit for a small amount, but which will establish a precedent of the utmost importance to Staten Island people, was begun in the Civil Court before Justice Reynaud, at Stapleton, yesterday. The suit was brought by Barthold C. Gaedeke, of New-Dorp, against the Midland Railroad Company. Gaedeke boarded a Midland car in New-Dorp on

July 13 last year and asked for a transfer at Concord for Port Richmond. This was refused, and as he declined to pay an extra fare he was put

off the car.

The attorneys for both sides admit the facts, and the case was brought as a test to determine whether the company had the right to charge more than one fare over any part of its line.

The company asserts that the contract was originally made by the officers of the old town of Southfield before consolidation, and that those officers had no power to stipulate what should be charged in the town of Castleton, through which the line extends. The contestant alleges that the company never attempted to charge more than one fare until several months after consolidation, and had previously lived up to the old contract, notwithstanding the present claim, and, that being the case, had no right to change the schedule of charges. He also asserts that as the island is now a part of the greater city, it comes within the railroad law, which provides that only one fare can be charged within the limits of a town.

which provides that only one fare can be charged within the limits of a town.
A decision will be made in a few days, and each side stands ready to appeal to determine the rights of the company. Victory means a difference of thousands of dollars to the railroad company, as it will permit the collection of a double fare to Midland Beach.

successful type of boat now in the French Navy. She has two Normand water-tube boilers, and twin-screw vertical triple-expansion engines of 4,200

twin-screw vertical triple-expansion engines of 4,200 horse-power.

Her contract speed is thirty and a half knots an hour. She has a bunker capacity of thirty-two tons of coal. She is fitted with two deck discharging tubes for 18-inch Whitehead automobile torpedoes, and carries a battery of four 1-pounder rapid-fire guns. Her extreme draught to the bottom of the balanced rudder is 7 feet 1½ inches. The vessel is fitted with two conning towers, and abaft the forward one on each side a 1-pounder gun is mounted, the other two being similarly mounted behind the after tower. One of the torpedo tubes is located on the port side amidship and the other is at the after end of the boat. The officers' quarters are aft, and consist of state-rooms for the commanding officer and engineer, and a wardroom, with a berth on each side. Behind the staterooms, are quarters with three berths for petty officers. The forward deck is slightly raised to form a turtle back, and a breakwater is fitted across it.

A small house on deck, between the two smokestacks, accommodates the galley. A statement issued by Chief Constructor Hichborn last April shows the Dahlgren to be 150 per cent completed. The same statement shows the T. A. M. Craven, which is her sister ship, to be about 51 per cent finished.

The speed trials of both of these vessels will be made at an early date, after which they will be made at an early date, after which they will be

The speed trials of both of these vessels will be made at an early date, after which they will be sent to the Portsmouth Navy Yard to be placed in comprising

ADRIAN BRAUN EXECUTED.

HIS CRIME WITHOUT A PARALLEL IN STATE PRISON HISTORY. Adrian Braun, the wife-murderer, was executed

in the electric chair, in Sing Sing Prison, yesterday. The current was turned on at 9:17 a. m., and 1,800 volts were sent through his body. The current was kept on for one minute. At 9:18 Braun was declared dead, but Warden Johnson, following the usual custom, decided on a second shock, in

committed in Sing Sing Prison on the afternoon of March 5 last year. The circumstances were unusual. Braun was a German, thirty-six years old, a cigarmaker, and the father of five children. He III-treated his wife and was sentenced on August 31, 1897, to serve a term of two years for assault in the second degree, having beaten his wife. Mrs. Braun lived in the tenement-house at No. 208 East Eightieth-st. On the day of the murder she vis-ited the prison and took some delicacies to Braun. She arrived at Detective Jackson's office at 3:20 o'clock. Her husband, who was in the messro was sent for. Braun and his wife when they met kissed each other and appeared to be friendly. At a o'clock Detective Jackson told Braun it was time to return to his cell. Braun pleaded for a few extra minutes and his request was granted. Suddenly he stood up, and Mr. Jackson saw the long, sharppointed potato-knife in his hand. He brought it down with fearful force against the left side of his wife's neck. With one cut he severed the jugular vein and the main artery in the neck. Before the detective could reach him he plunged the knife several times into the body of Mrs. Braun. The detective selzed him, and several keepers at once searched him. Another potato-knife was found concealed in his clothing. This the authorities believe he intended to use to kill himself.

The crime is unparalleled in prison history. Some years ago there was a fight between two convicts in which one inflicted injuries which caused the death of the other, but a deliberate wife murder in a penal institution such as Sing Sing, was unheard of before Braun killed his wife. kissed each other and appeared to be friendly. At 6

STRUCK ON A SUNKEN WRECK.

CAUSE OF DISASTER TO COAL BARGE IN HAMPTON ROADS. Newport News, Va., May 29 (Special).-Captain

Kirby, of the tug James Smith, fr., of New-Tork, which was towing the barges Caravan and Belle of Oregon with coal for Providence when the former went aground on Middle Ground Bar on Saturday, states that the Caravan struck a submerged wreck not marked on the charts. He says he saw an object appear above water at the stern of the barge when she struck. He reported to-day that the Caravan is a total wreck, fast going to pieces. The Belle of Oregon is beached here with five feet of water in her hold.

WORK OF FEDERATION OF CHURCHES. The report on the XXIst Assembly District which

has just been issued by the Federation of Churches and Christian Workers shows that a thorough canvass has been made of this district by the federa-tion, and sets forth the belief that the results of the canvass amply justify the organization's ex-istence. The object of this federation is to "assist, through the co-operation of churches organized into local sub-federations, the assignment of every Eng.

Eng. block in New-York to some church or Christian society as a special parish for co-operative work." The Federation made canvasses of the XVth and